

Amendments to the Specification:

Please delete the paragraph beginning with the phrase "This object is achieved. . . " at page 3, line 14

Please replace the paragraph, beginning at page 3, line 17, with the following rewritten paragraph:

At least one aspect of the ~~The invention according to claim 1~~ implements in a method of the type mentioned hereinabove that an active pressure-increasing unit and/or a pressure modulation unit is actuated according to a comparison of a nominal pressure or a nominal vehicle speed or quantities derived therefrom, in particular a nominal vehicle acceleration, with an actual pressure or an actual vehicle speed or quantities derived therefrom, in particular an actual vehicle acceleration.

Please replace the paragraph, beginning at page 4, line 32, with the following rewritten paragraph:

In contrast to the hydraulic pressure-increasing unit, the pressure cannot be increased actively by means of the 'pressure modulation unit'. ~~Said~~ Such unit is rather used to specifically adjust the hydraulic pressure prevailing at the pressure modulation unit and, more particularly, for pressure reduction. An analogized electromagnetic valve is preferably used as a pressure modulation unit. Corresponding actuation induces ~~said~~ such valve to adopt also intermediate positions between a (fully) open position and a (completely) closed position, with the result that it can adjust a defined pressure gradient between the two sides of the valve at least in approximation.

Please replace the paragraph, beginning at page 5, line 8, with the following rewritten paragraph:

The term 'actual pressure' means the pressure that is actually prevailing at the wheel brakes. ~~Said~~ The pressure can be determined by pressure sensors or estimated by way of a model. The result of the virtual actual pressure is a virtual actual vehicle speed or actual vehicle acceleration because a defined brake power that acts on the vehicle is achieved by means of a defined hydraulic pressure in the brake system. The actual vehicle acceleration can e.g. be determined directly by a longitudinal acceleration sensor. The actual pressure or the

actual vehicle acceleration, however, is determined preferably from the wheel speeds sensed by means of wheel speed sensors. Preferably, the nominal pressure or the nominal deceleration is calculated from the tandem master cylinder pressure.

Please replace the paragraph, beginning at page 10, line 10, with the following rewritten paragraph:

Further, ~~this object is achieved according to claim 14 by means of~~ at least one aspect of the invention provides a generic device which is characterized by a first determining unit for determining a nominal pressure or a nominal vehicle acceleration that corresponds to the pressure according to the pressure sensor signal, a second determining unit for determining an actual vehicle acceleration or an actual pressure that corresponds to the vehicle acceleration according to the wheel speed sensor signal, a comparison unit for comparing the nominal pressure with the actual pressure or the actual vehicle acceleration with the nominal vehicle acceleration, a second evaluating unit for actuating the pump or the separating valve according to the comparison, wherein when the nominal pressure is higher than the actual pressure or when the nominal vehicle acceleration is lower than the actual vehicle acceleration, the pump is actuated for the purpose of generating an additional pressure, and when the nominal pressure is lower than the actual pressure or when the nominal vehicle acceleration is higher than the actual vehicle acceleration, the separating valve is actuated for producing an additional pressure reduction.